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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY USSR

SUBJECT Construction Method Used in the Road
From Ivdel to Visai

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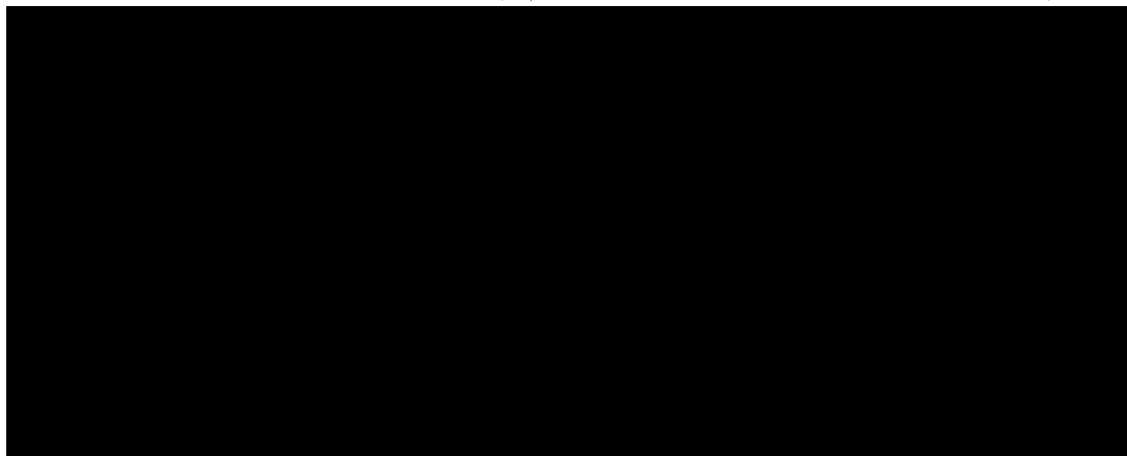
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1. "While [redacted] at the Ivdel hard labor camp in the Sverdlovsk
oblast [redacted], [redacted] construction of the road from Visai [sic-Vizhay?] to
Ivdel. This road is 140 km long. [redacted] the 25 km segment [sic] from
Burmantovo to Ivdel. 25X1X
2. "The following diagrams illustrate the construction method used in the
construction of this Siberian road: [see next page for sketch]

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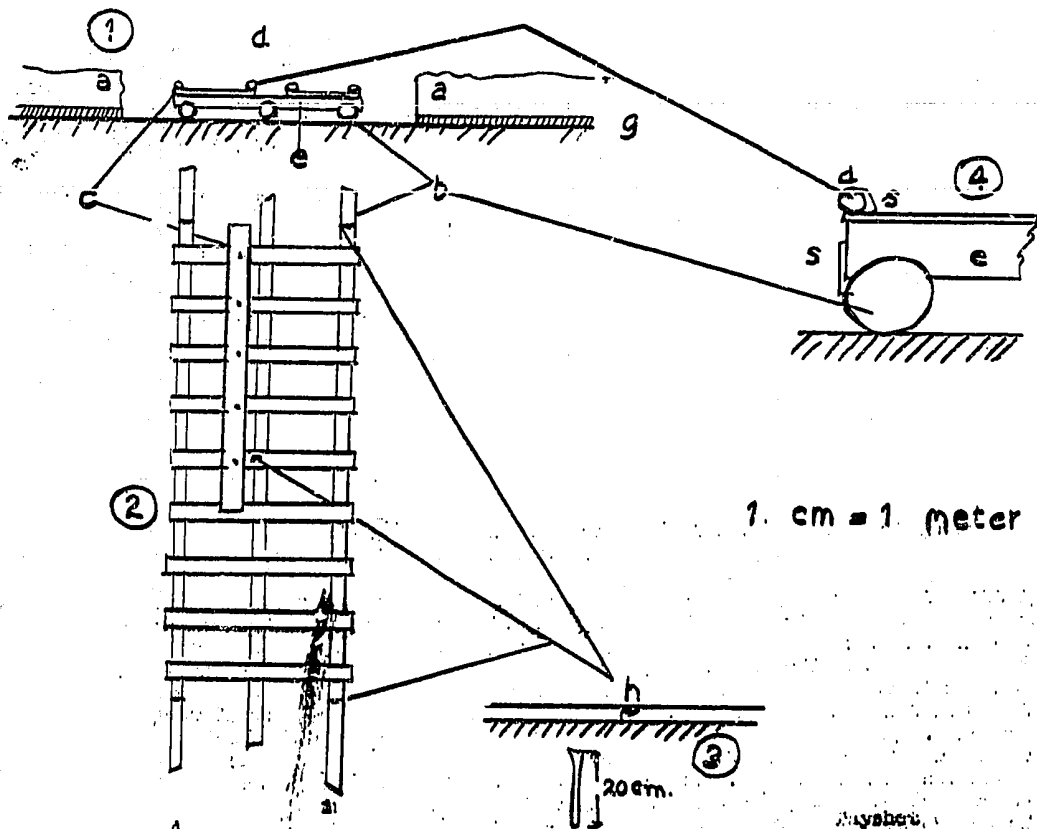
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Legend

- (1) a - snow
b - Pragon - wooden planks, 30-50 cms in diameter, length as indicated in sketch (2).
c - Plastina - wooden boards, six-eight cms thick, length and width as indicated in sketch (2).
d - Adboini Brus - wooden planks, 16-24 cms in diameter, as long as (b) Used to guide track wheels and sleighs.
e - Spala - Cross piece like a railway tie, 25 cms in diameter.
g - Zone cleared of the Siberian grass and lichen.
- (2) The letters stand for the same parts as in (1).
The (b) planks are each nine meters long, and hitched together as shown in sketch (3).
The (d) planks are also nine meters long and hitched as shown in sketch (4).
The cross pieces (e) are fixed on (b) as shown in sketch (4). There is one cross piece every 70 cms.

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The (c) boards are 5.5 meters long, 40 cm wide and nailed with wooden nails to the crosspieces (e).

- (3) Illustrates method of joining two boards. The hole is bored with an electric tool and a wooden nail inserted.
- (4) Enlarged sketch of (1).
 - a - Skuba, the soft iron fasteners which tighten (c) to (b) and (d) to (e). There is one Skuba every three or four meters.
3. "Soviet trucks use chains on their rear wheels while driving on such roads in winter. There is always some ice on the 'lastima' wooden boards, despite the snow removal. The trucks also need chains where the road slopes.
4. "Special brigades of inmates of the various hard labor camps scattered along such roads in the Urals and in Siberia clear the snow in winter, under MVD supervision. These roads are built parallel to railroad lines to make such maintenance easier. Hard labor camps exist six to 10 km apart along some of these roads, e. g. from Ivdel to Burzantovo. Snow is cleared from the wooden boards of the road and for one meter on either side. The forced labor maintenance crews also keep the roads in repair.
5. These roads are single-lane. In most places they can take only one truck at a time. To accommodate two-way traffic, every three or four km a road branches off and runs parallel to the original road for 50-100 meters, then rejoins it. Thus, if two trucks meet, the one nearest a deviation point backs up to get on it, letting the other truck pass.
5. At points in the road construction where the terrain is very uneven, the ground is cleared of lichen and a wooden bridge is built - all of 'spala' (railroad ties). These are laid crosswise at a 90° angle to the road, and secured with soft iron 'fasteners'. These ties make a large pile, bringing the ditch up to road level. The road construction is continued in the regular way on top of the ties.

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